

becoming pastor of Greater Mount Carmel in 1951, the Rev. Mr. Nance was a public school teacher. He was a member of the St. Louis School Board from 1966 to 1973 and an adviser to four St. Louis mayors: Raymond Tucker, A.J. Cervantes, Vincent C. Schoemehl Jr. and Freeman Bosley Jr.

For all his contributions to the community and church, perhaps Mr. Nance's greatest legacy is his son, the Rev. Earl Nance Jr. The younger Mr. Nance and his father were regarded as a team, with the son following closely in his father's footsteps. Mr. Nance Jr. and his father were co-pastors of Greater Mount Carmel from 1979 until the elder Nance's retirement in 1994.

Shortly after his father's death, Earl Nance Jr. recalled two of his favorite memories of his father: "He had a good sense of humor. He always kept us laughing at home. And he never missed my baseball games. He always blocked out Saturdays so he could watch me play."

# COMMENDING THE STUDENTS AT MOUNTLAKE TERRACE HIGH SCHOOL

**HON. JAY INSLEE**

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 13, 2000

Mr. INSLEE. Mr. Speaker, at an event back home in Washington State, I had the opportunity to speak and listen to a group of students from Mountlake Terrace High School in my Congressional District. The group I spoke with represents some of the best and the brightest of our nation and their voices ought to be heard as we debate education reform. After I spoke to them many of the students e-mailed me with their thoughts and I rise today to share a few of the concerns that they have about the issues that we are debating in this chamber.

Justine, a student at Mountlake Terrace, stated the importance of good, high quality teachers. She wrote: "They are the ones who are teaching us how to take care of this beautiful place when people like you become too old to do so." We are on the verge of a teacher crisis in our country. Our children recognize the effects that teachers have on our future—I believe that it is time for us to recognize this as well.

I ask you to support a bill that I plan to introduce as an incentive for young people to enter into the teaching profession. Many of our young adults graduate from college strapped by enormous loans. My bill forgives the loans for those who teach in public schools for five years. This is a step in the right direction. It will help schools in all of our districts and we have the chance this year to make an impact.

Second, many students addressed what we call the digital divide. Angee, another student at Mountlake Terrace wrote to me: "I thought it would be cool to take classes off the Internet. That would be very beneficial to people in our school who may need a certain class to graduate that is not offered at our school."

We can address this issue. I have written to my colleagues on the Appropriations Committee asking them to fund technology initiatives that make Advanced Placement courses

widely available to students by teaching them via the Internet. This is a real opportunity for us to expand curricula and at the same time allow students to develop more sophisticated computer skills. I urge my colleagues to join me in finding ways to use technology to enhance and expand educational opportunities.

Third and finally, a student wrote to me: "I would like to know what you would do to keep drugs out of school and how you would keep guns out of the hands of people who might commit crimes or be a danger to themselves." This is a good question and unfortunately the answer is, "Not enough."

Both Houses of Congress have passed Juvenile Justice legislation. To Members serving on the Conference committee—I ask that you go out into your communities and talk to students like the ones in my district and be sure that you can respond to their concerns about safety. Students realize that they have a responsibility to look out for each other and they know that they need to continue to do this. Parents also have a responsibility to be sure that they listen to their children and be the architects of a moral code of conduct for their family. As lawmakers we too share this responsibility to make our schools and communities safe. We cannot lecture parents, children, teachers and families about what they should be doing if we have not stepped up ourselves to address this issue where we can.

We stand now at a unique cross roads in American history. We enjoy a time of prosperous peace and economists predict that we will have a budget surplus in the federal budget. We are in a position to invest in the next generation of our nation. Unfortunately, our political system does not allow the students that I met with to vote. Imagine what would happen if they could. Think about what will happen in a few years when they can. They have asked me to help them and I challenge you—my colleagues—to join me and embrace the ideas represented by the next generation of Americans.

# "THE ADVANCED TECHNOLOGY MOTOR VEHICLE FUEL ECONOMY ACT OF 2000"

**HON. DALE E. KILDEE**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 13, 2000

Mr. KILDEE. Mr. Speaker, recent gasoline price spikes have renewed our awareness that continuing improvements in fuel economy are important to America. Because the goal of improved fuel economy should not be forgotten, I am introducing a bill entitled "The Advanced Technology Motor Vehicle Fuel Economy Act of 2000."

Back in 1975, after the disruptions of the Arab Oil Embargo of 1973, Congress worked to improve energy conservation efforts. One of the key elements was the Corporate Average Fuel Economy (CAFE) program, whereby automakers would meet increasing levels of fuel economy for their fleets of vehicles. This program was well intentioned. It was expected to help the U.S. reduce its import of petroleum—especially from the least stable pro-

ducers around the world. National security would be improved. The balance of payments would be improved. Americans would save money at the pump. And automakers would be encouraged to bring new technologies to market faster.

However, expectations did not translate into reality. We have never seen \$3 a gallon for gasoline, and price spikes have only occurred on a couple of temporary occasions. Oil supplies have not significantly tightened nor have imports declined. Furthermore, gasoline consumption has not changed significantly.

Despite suggestions to the contrary, the fleet average fuel economy for passenger cars has increased by over 100% and for light duty trucks by over 50% since 1974. Manufacturers have made cars lighter, smaller and more aerodynamic. They have improved the efficiency of engines, transmissions, and accessories. Some may assert that this shows the success of the CAFE program. However, these changes actually occurred largely as a result of the higher prices that did exist through the late 1970s and the intense competitiveness among manufacturers worldwide after world oil prices began to decline.

While I support the goals of improved fuel efficiency, I believe any increases in CAFE would be very disruptive of the current light truck market and are not necessary. Vehicle choice is too important to consumers, and unilateral disruptions would significantly hurt our vital American Auto Industry. Instead, I believe the proposals in "The Advanced Technology Motor Vehicle Fuel Economy Act of 2000" are a better way to achieve the results we want.

First, it focuses on the advanced technologies that the automakers are already aggressively pursuing by providing incentives to consumers who purchase vehicles that use hybrid powertrains, electric drive or fuel cells. These incentives will help to promote the work that is underway in the industry/government partnerships like the Partnership for a New Generation of Vehicles (PNGV). PNGV is a collaborative program to develop breakthrough technologies to improve fuel economy.

PNGV has been a huge success already. Just last month, DaimlerChrysler, Ford and GM each displayed concept cars that show how the technologies being developed (hybrid powertrains, lightweight materials, lower rolling resistance tires, great aerodynamics, and others) can be packaged to provide a five passenger, family sedan that can get 80 miles per gallon without sacrificing performance and most of the other important characteristics of today's comparable vehicles.

Second, the bill sets up a thorough study of current and future energy conversation measures related to motor vehicles and transportation. This study would provide for the National Academy of Sciences to review the current U.S. energy situation and make recommendations for future action. In addition, this title of the bill would require a study of lean burn technologies to make sure the U.S. is not embarking on a path that would preclude the use of promising fuel saving technologies.

The bill also extends CAFE credits available to manufacturers for producing flexible fuel vehicles: vehicles that can use either gasoline or an alternative fuel, such as ethanol or natural